BookletChart™

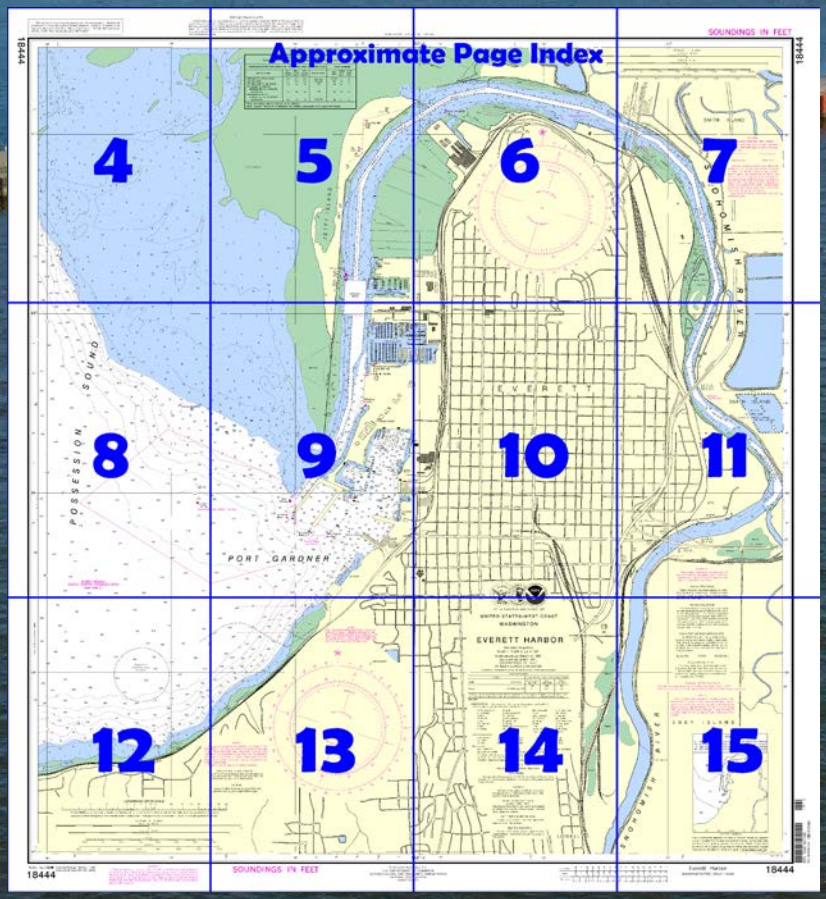
Everett Harbor

NOAA Chart 18444

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.

- *Complete, reduced-scale nautical chart*
- *Print at home for free*
- *Convenient size*
- *Up-to-date with Notices to Mariners*
- *Compiled by NOAA's Office of Coast Survey, the nation's chartmaker*



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

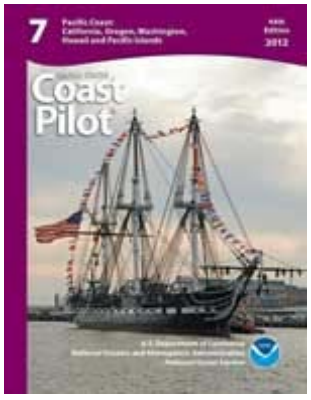
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=18444



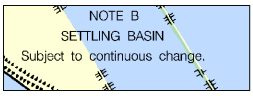
(Selected Excerpts from Coast Pilot)
Everett is on the E side of**Port Gardner**, 4 miles NE of Elliot Point. A tall pulpmill chimney and the Port of Everett's large alumina silo are prominent
Channels.–A dredged channel with two settling basins extends inside a training dike along the E side of **Jetty Island** and in the Snohomish River around the N half of the city to a lumbermill 6 miles above Port Gardner. The channel is marked by lights, buoys, and lighted and unlighted ranges. The second settling basin is subject to continual shoaling. (See Notice to Mariners and latest editions of charts for controlling depths.)
Anchorages.–The general anchorage area is W of the waterfront. (See **110.1 and 110.230**, chapter 2, for limits and regulations.) Vessels usually proceed to the wharves. A buoy marks a submerged obstruction near the center of the anchorage.
Pilotage, Everett.–Pilotage is compulsory for all vessels except those under enrollment or engaged exclusively in the coasting trade on the W coast of the continental United States (including Alaska) and/or British Columbia. Pilotage for Puget Sound is provided by the Puget Sound Pilots. (See Pilotage, Strait of Juan de Fuca and Puget Sound, indexed as such, chapter 12, for details.)
Towage.–Tugs up to 3,000 hp are available at Everett, and larger tugs may be obtained from Seattle. Arrangements should be made in advance through ships' agents.
Quarantine, customs, immigration, and agricultural quarantine.–(See chapter 3, Vessel Arrival Inspections, and Appendix A for addresses.)
Quarantine is enforced in accordance with regulations of the U.S. Public Health Service. (See Public Health Service, chapter 1.)
Everett is a **customs port of entry**.
Harbor regulations.–Harbor regulations are enforced by the manager of the Port of Everett, who serves as **harbormaster**and port warden.
Supplies.–Water, provisions, and some marine supplies can be obtained. Gasoline and diesel fuel are available for small craft at Everett Yacht Harbor. Fuel oil for large vessels is available only by Seattle-based tank barges.
Repairs.–There are no facilities for repairs to deep-draft vessels in Everett; the nearest such facilities are in Seattle.
The **Port of Everett Marina** is about a mile above the mouth of and on the E side of the Snohomish River Channel. The marina consists of two separate N and S basins and has berths for more than 2,200 small craft including about 45 transient berths. The reported depths in the entrance to the S basin are 10 with 13 feet alongside and 12 feet in the entrance and alongside the berths in the N basin. Services available include; electricity, gasoline, diesel fuel, water, ice, marine supplies, pump-out facility, launching ramps, full repairs (hull, engine, electrical) and a 75-ton marine lift. A harbormaster, whose office is on the S side of the harbor, assigns all berths.
Snohomish River, once heavily traveled by the light-draft river steamers and loggers, flows down through the dredged channel and settling basin near the yacht harbor and empties into Port Gardner just W of East Waterway. Traffic on the river above the yacht harbor consists of log tows, tugs and barges, and pleasure boats. Several pulp, plywood, and lumber mills are along the river.
The Snohomish River is crossed by a railroad swing bridge with a least clearance of 9 feet about 0.6 mile E of Preston Point. U.S. Highway 529 crosses the river just above the railroad bridge and has a lift bridge with a least clearance of 38 feet. Interstate 5 crosses the river about 1.6 miles above the U.S. Highway 529 bridge; this fixed bridge has a clearance of 66 feet. (See **117.1 through 117.59 and 117.1059**, chapter 2, for drawbridge regulations.) A marina is 0.5 mile upstream from the U.S. 529 highway bridge. There is dry storage for over 1,000 craft to 40 feet long; transient mooring floats are available for visiting craft. Gasoline, water, ice, limited marine supplies, and hull and engine repairs are available. A city park with a launching ramp is 1.2 miles upstream from the U.S. 529 highway bridge. The practical limit of navigation on the Snohomish River is 0.8 mile above the Interstate 5 highway bridge.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC Seattle	Commander 13th CG District Seattle, WA	(206) 220-7001

Table of Selected Chart Notes

Corrected through NM Nov. 7/09
Corrected through LNM Oct. 20/09



HEIGHTS
Heights in feet above Mean High Water.

Mercator Projection
Scale 1:10,000 at Lat 47°59'
North American Datum of 1983
(World Geodetic System 1984)
SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

CAUTION
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

NOTE J
Floating security barriers have been installed at various U.S. Naval installations throughout Puget Sound. The barriers are marked by numerous flashing yellow (Fl Y 2s) Navy maintained lighted buoys and approximately mark the Restricted Areas surrounding the facility.

HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.658" southward and 4.494" westward to agree with this chart.

NOAA WEATHER RADIO BROADCASTS
The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Seattle, WA	KHB 60	162.550 MHz

LOG STORAGE AREAS-CAUTION
The limits of log storage areas are variable and only known areas are shown on this chart. Mariners should exercise caution in these areas.

CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area *Cable Area*

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.
Covered wells may be marked by lighted or unlighted buoys.

RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

NOTE C
The U.S. Coast Guard operates a mandatory Vessel Traffic Services (VTS) system in the Puget Sound area. Vessel operating procedures and designated radiotelephone frequencies are published in 33 CFR 161, the U.S. Coast Pilot, and/or the VTS User's Manual. The entire area of the chart falls within the Vessel Traffic Services (VTS) system.

NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 7. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 13th Coast Guard District in Seattle, Washington or at the Office of the District Engineer, Corps of Engineers in Seattle, Washington.
Refer to charted regulation section numbers.

SOURCE DIAGRAM
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, and U.S. Coast Guard.

COLREGS, 80.1395 (see note A)
International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Everett	(47°59'N/122°13'W)	11.1	10.2	2.8

Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov.
(Sep 2009)

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)
Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Bids boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

21 Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.
COLREGS: International Regulations for Preventing Collisions at Sea, 1972.

EVERETT HARBOR AND SNOHOMISH RIVER
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF FEB 2011 AND SURVEYS TO FEB 2011

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)					PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
ENTRANCE TO SETTLING BASIN	14.4	15.3	15.6	12-10	150-425	1.2	15
SETTLING BASIN	13.0	13.0	13.0	12-10	700	0.2	20
SETTLING BASIN TO R.R. BRIDGE	7.1	6.7	4.7	12-10	150-175	2.2	8
R.R. BRIDGE TO 48°00'25.8"N, 122°10'42.0"W	7.5	7.3	6.5	12-10	150	0.8	8
THENCE TO 47°59'29.6"N 122°10'42.7"W	8.2	7.7	8.1	12-10	150	1.0	8
THENCE TO END OF PROJECT	5.3	2.8	2.8	12-10; 2-11	150	0.8	8

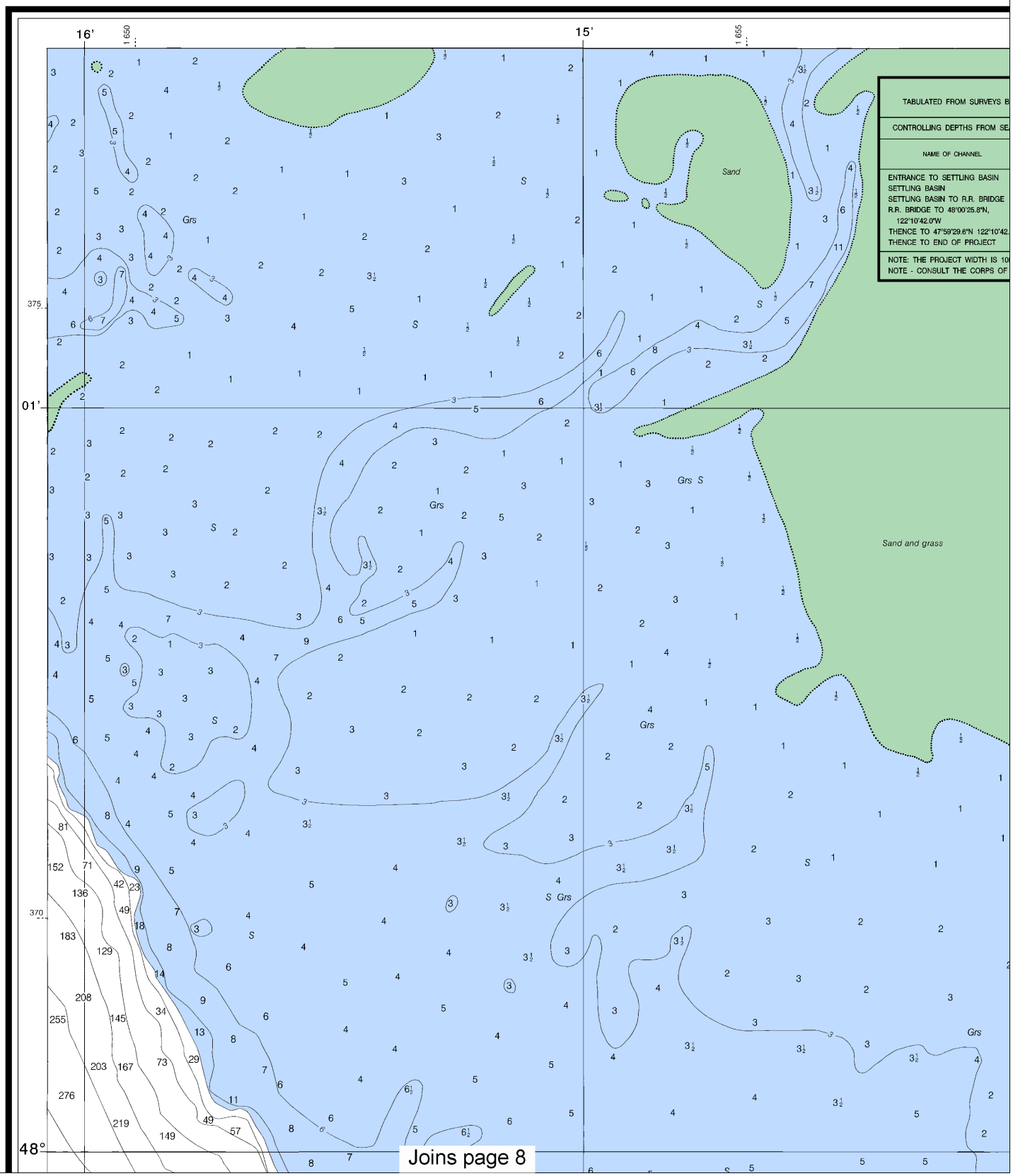
NOTE: THE PROJECT WIDTH IS 100 FEET AT THE BRIDGES.
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

18444

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA and critical corrections. Charts are printed when ordered using Print-on-Dem Editions are available 5-8 weeks before their release as tracitional NOAA charts about Print-on-Demand charts or contact NOAA at 1-800-584-4683, http: help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, http:// help@OceanGrafix.com.



Joins page 8

4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:10,000~~

See Note on page 5.

Nautical Miles

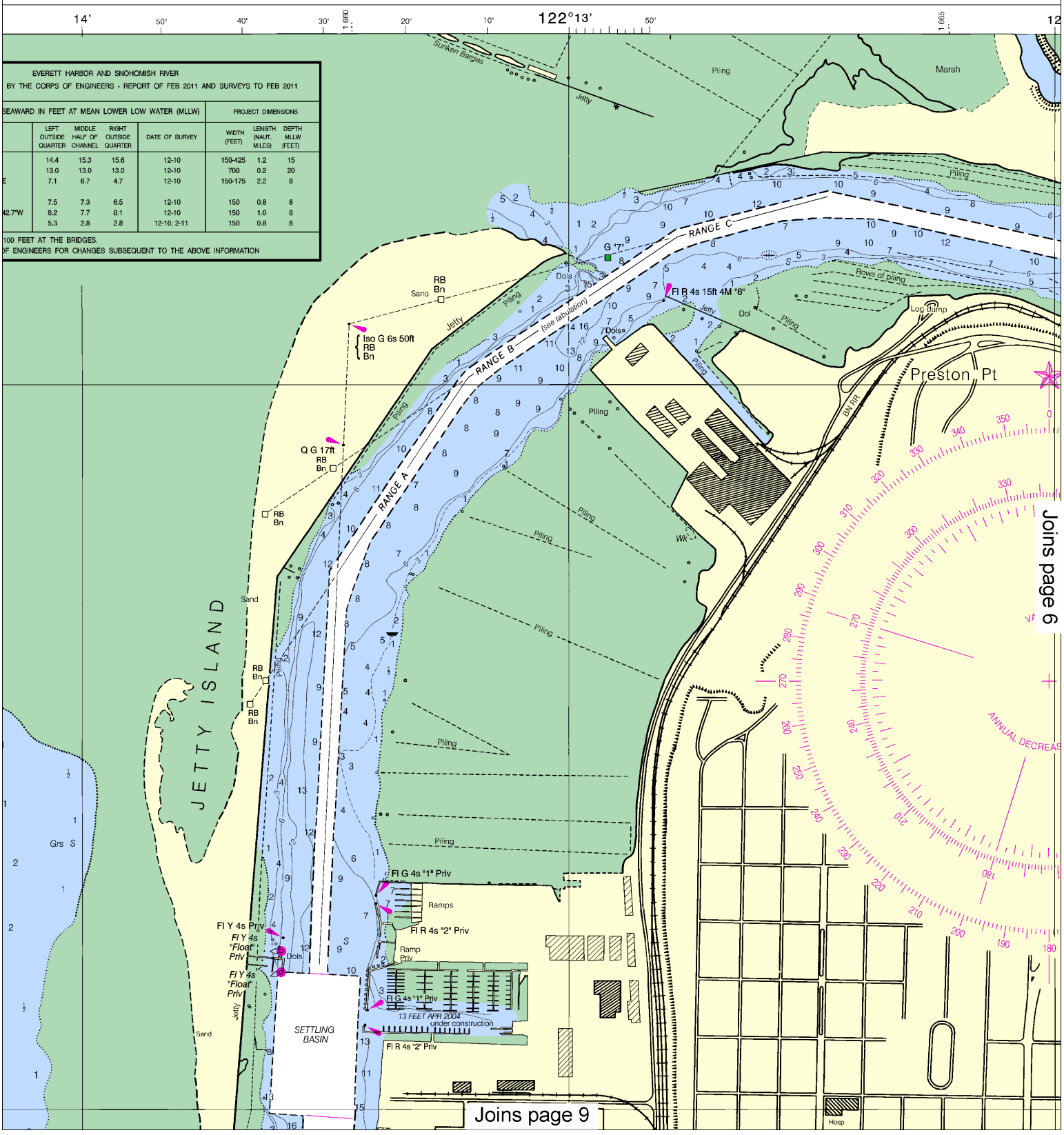
0

Yards

200 0 200 400 600 800 1000 1200

AA for Notices to Mariners
mand technology. New
rts. Ask your chart agent
p://NauticalCharts.gov,
//OceanGrafix.com, or

Formerly C&GS 6441, 1st Ed., Aug. 1964 KAPP 1691



This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:13333. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

Notices to Mariners
technology. New
sk your chart agent
uticalCharts.gov,
anGrafix.com, or

Formerly C&GS 6441, 1st Ed., Aug. 1964 KAPP 1691

14' 50' 40' 30' 1660 20' 10' 122°13' 50' 1665 12'

EVERETT HARBOR AND SNOHOMISH RIVER
E CORPS OF ENGINEERS - REPORT OF FEB 2011 AND SURVEYS TO FEB 2011

D IN FEET AT MEAN LOWER LOW WATER (MLLW)				PROJECT DIMENSIONS		
	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
	14.4	15.3	15.6	12-10	150-425	1.2	15
	13.0	13.0	13.0	12-10	700	0.2	20
	7.1	6.7	4.7	12-10	150-175	2.2	8
	7.5	7.3	6.5	12-10	150	0.8	8
	8.2	7.7	8.1	12-10	150	1.0	8
	5.3	2.8	2.8	12-10; 2-11	150	0.8	8

T AT THE BRIDGES.
NEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

Sunken Barges
Jetty
Piling
Marsh
RANGE C
RANGE B
RANGE A
(see tabulation)
G "7"
Fl R 4s 15ft 4M "8"
Rows of piling
Log dump
Dol
Dols
RB Bn
Sand
Iso G 6s 50ft
RB Bn
Preston Pt
BN RR
Q G 17ft
RB Bn
Wk
JETTY ISLAND
Grs S
Fl G 4s "1" Priv
Ramps
Fl R 4s "2" Priv
Ramp Priv
Fl Y 4s Priv
Fl Y 4s "Float" Priv
Fl G 4s "1" Priv
13 FEET APR 2004
under construction
Fl R 4s "2" Priv
SETTLING BASIN
Hosp
VAR 17°15'E (2
ANNUAL DECREASE 11'

Joins page 5

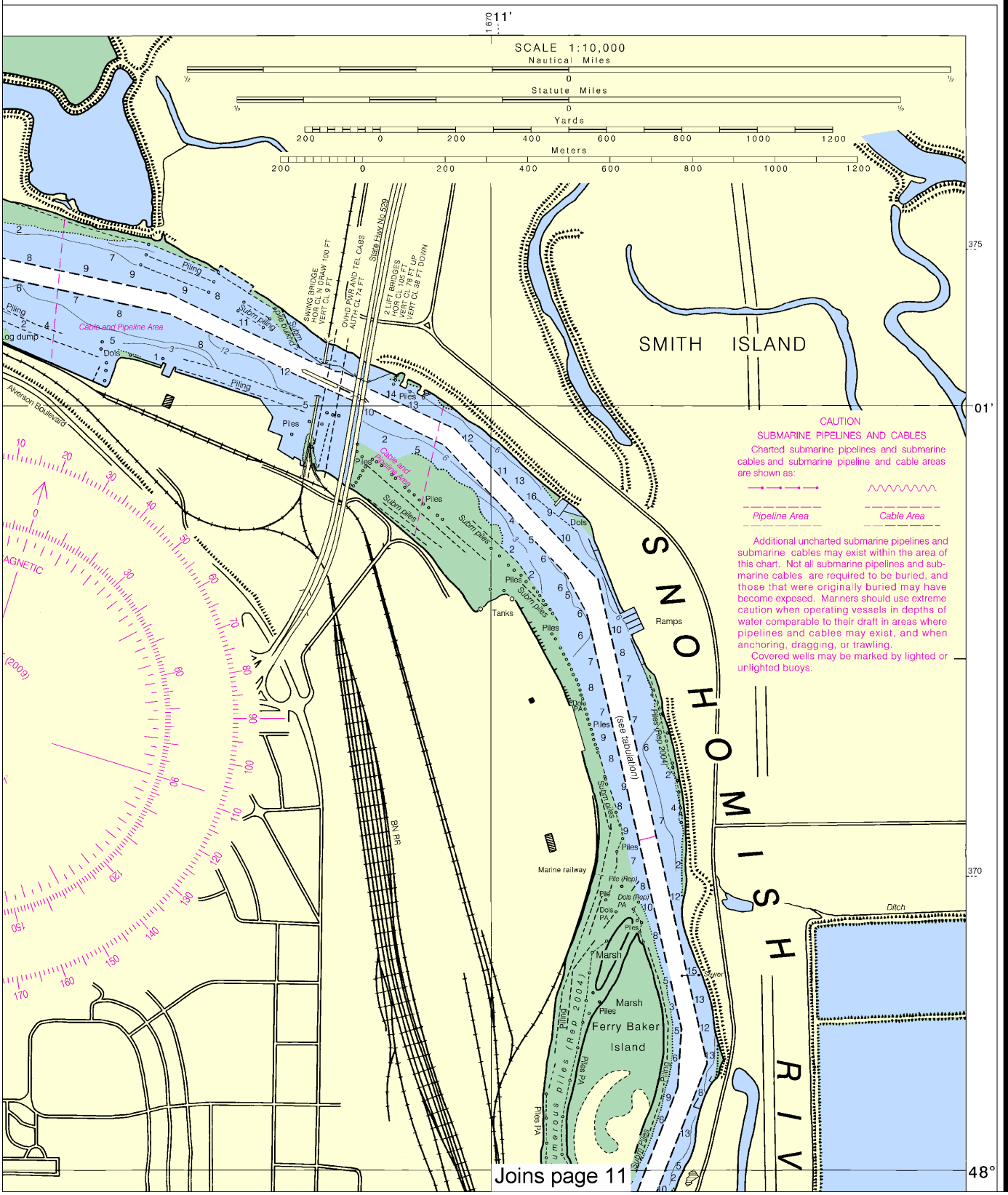
Joins page 10

Note: Chart grid lines are aligned with true north.

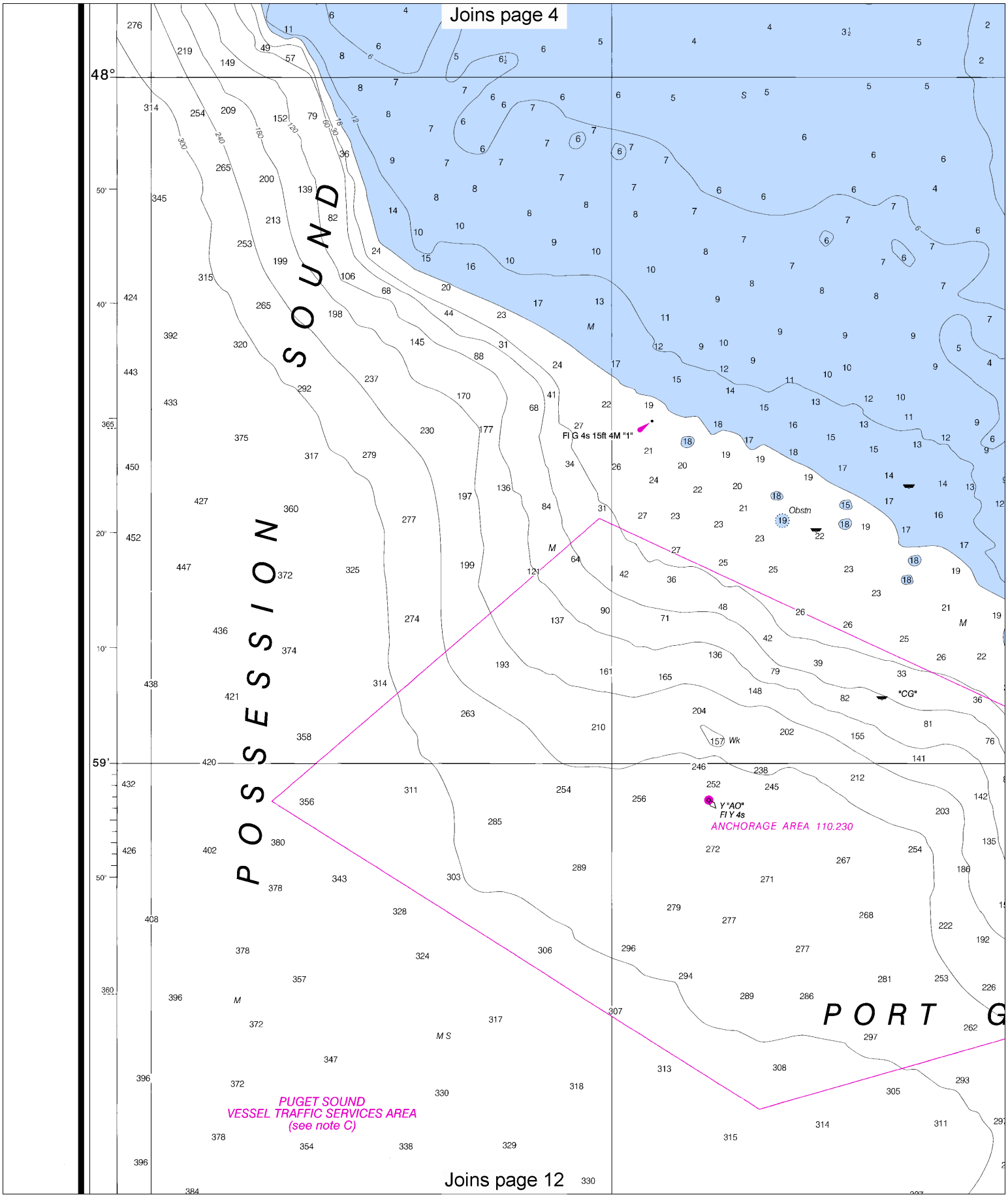
Printed at reduced scale. ~~SCALE 1:10,000~~ See Note on page 5.

Nautical Miles
0
Yards
200 0 200 400 600 800 1000 1200

18444



This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 4812 11/27/2012,
NGA Weekly Notice to Mariners: 4812 12/1/2012,
Canadian Coast Guard Notice to Mariners: 0912 9/28/2012.

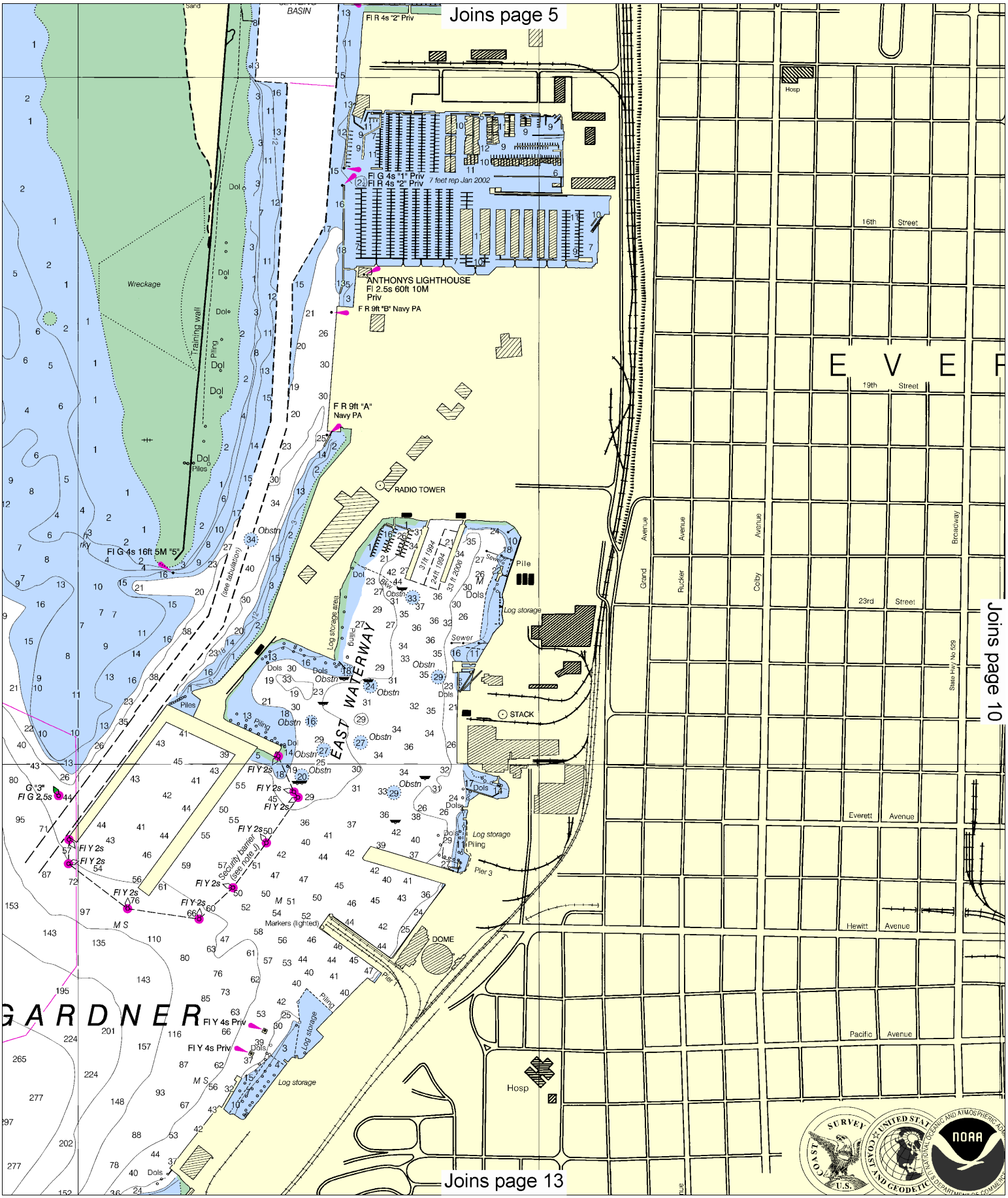


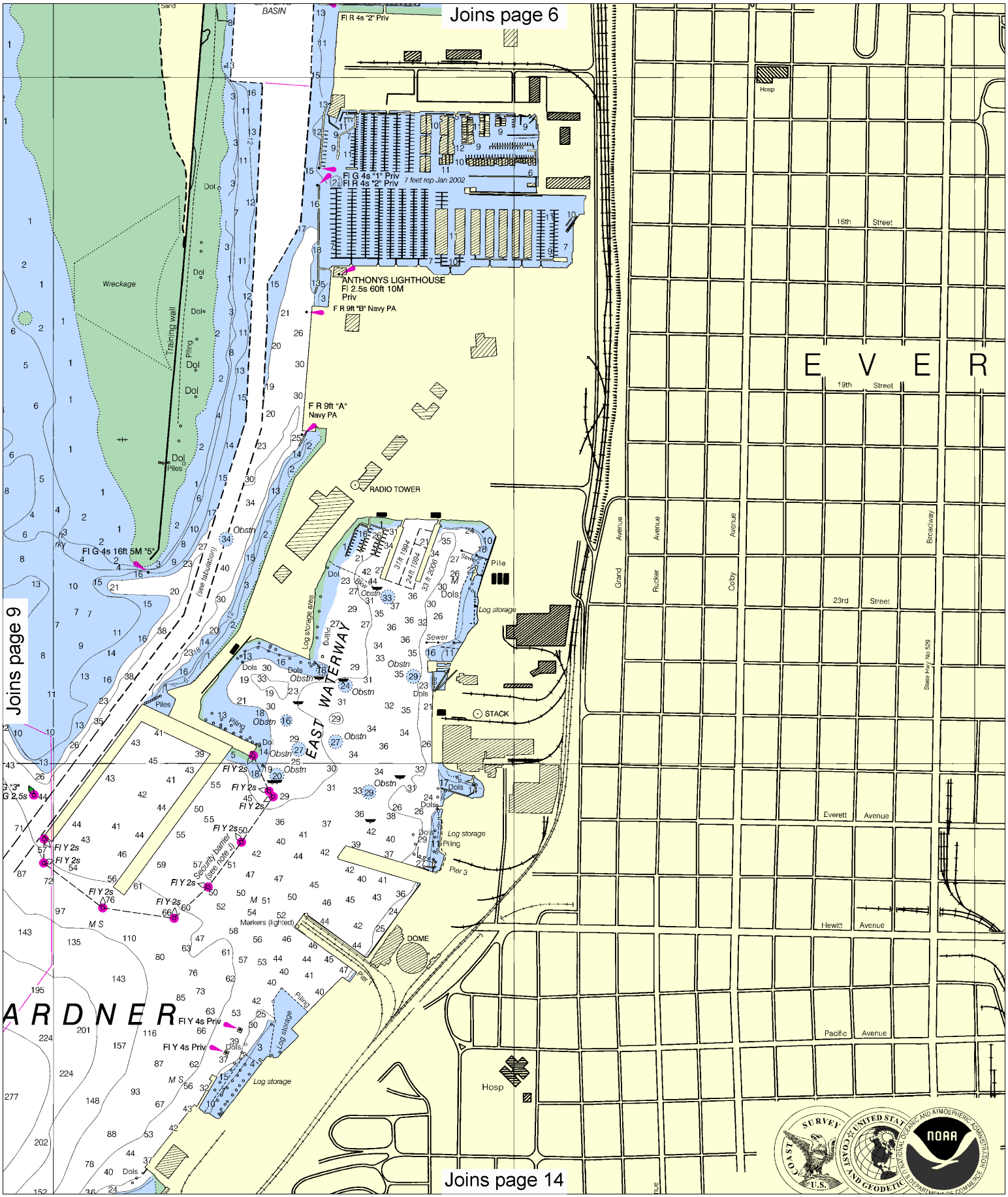
8

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:10,000~~ See Note on page 5.

Nautical Miles
0
Yards
200 0 200 400 600 800 1000 1200


Joins page 5
Fl R 4s "2" Priv
Fl G 4s "1" Priv
Fl R 4s "2" Priv
7 feet rep Jan 2002
ANTHONYS LIGHTHOUSE
Fl 2.5s 60ft 10M
Priv
F R 9ft "B" Navy PA
F R 9ft "A"
Navy PA
RADIO TOWER
Fl G 4s 16ft 5M "5"
Wreckage
Training wall
Piling
Dol
Piles
Obstn
(see tabulation)
EAST WATERWAY
Log storage area
Log storage
Pile
STACK
Pier 3
Pier 1
DOME
Hosp
Security barrier
(see note U)
Markers (lighted)
Fl Y 2s
Fl Y 4s Priv
G "3"
Fl G 2.5s
M S
GARDNER
E V E R
16th Street
19th Street
23rd Street
Everett Avenue
Hewitt Avenue
Pacific Avenue
Grand Avenue
Rucker Avenue
Colby Avenue
Broadway
State Hwy No 529
Joins page 10
Joins page 13



10

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:10,000~~ See Note on page 5.

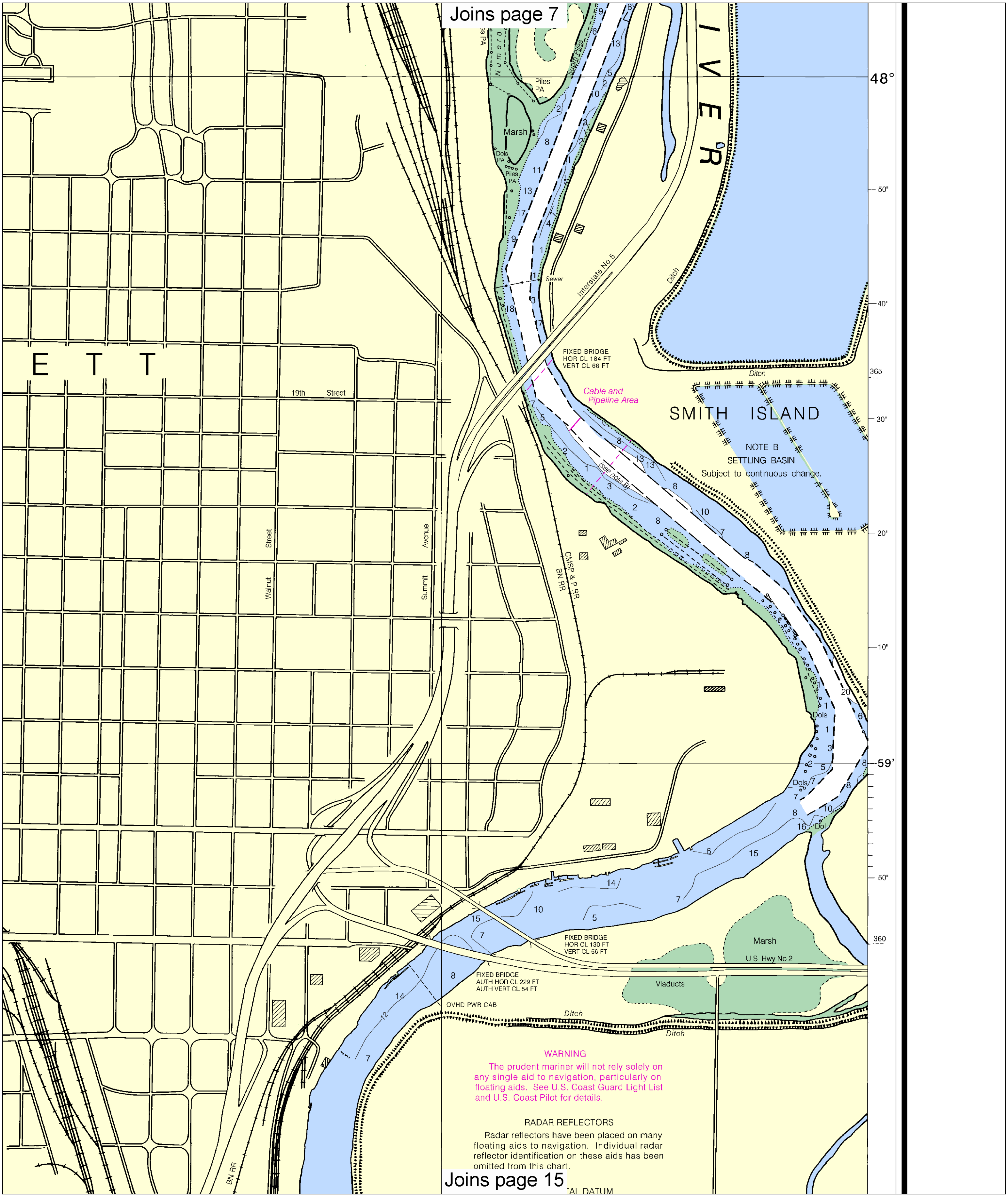
Nautical Miles

0

Yards

200 0 200 400 600 800 1000 1200

Joins page 7



WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

Joins page 15

PUGET SOUND
VESSEL TRAFFIC SERVICES AREA
(see note C)

Joins page 8

CONTINUED ON CHART 18443

Disposal Area
Depths from surveys
of 1954-66

Pipeline

Sewer

Sand and pebbles

Subm piles

Subm dol

Subm ruins

Subm piling

BN RR

Foul

Piling ruins

58'

57'

355

350

16'

15'

1650

1655

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 7. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 13th Coast Guard District in Seattle, Washington or at the Office of the District Engineer, Corps of Engineers in Seattle, Washington.

Refer to charted regulation section numbers.

LOG STORAGE AREAS-CAUTION

The limits of log storage areas are variable and only known areas are shown on this chart. Mariners should exercise caution in these areas.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

LOGARITHMIC SPEED SCALE

1 2 3 4 5 6 7 8 9 10 15 20 25 30 40 50 60

To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.

SCALE 1:10,000

Nautical Miles

Statute Miles

Yards

200 0 200 400 600 800 1000 1200

Meters

200 0 200 400 600 800 1000 1200

17th Ed., Nov./09 ■ Corrected through NM Nov. 7/09
Corrected through LNM Oct. 20/09

18444

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

SOUNDING

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:10,000~~ See Note on page 5.

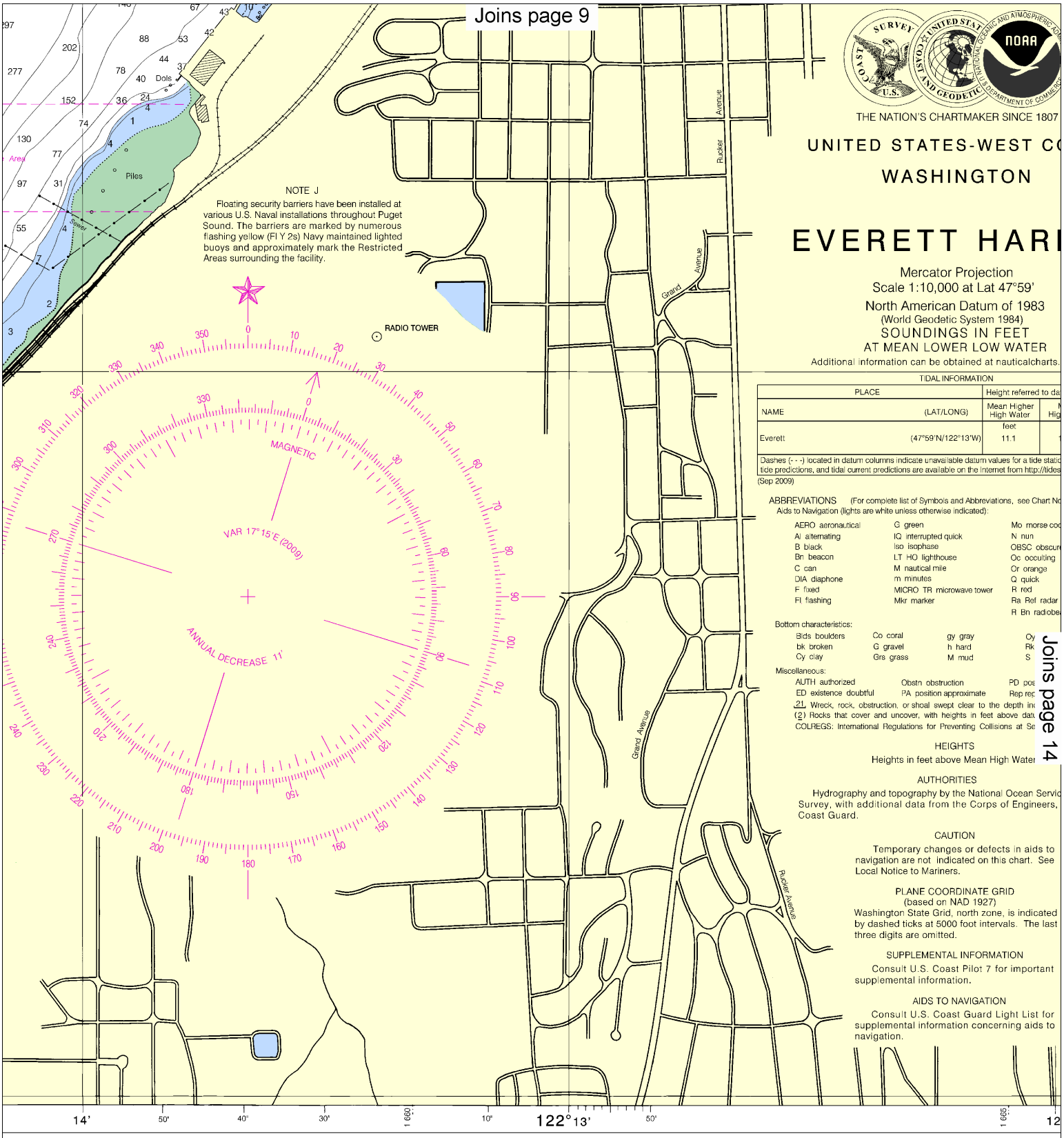
Nautical Miles

0

Yards

200 0 200 400 600 800 1000 1200

Joins page 9



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES-WEST C

WASHINGTON

EVERETT HARI

Mercator Projection
Scale 1:10,000 at Lat 47°59'
North American Datum of 1983
(World Geodetic System 1984)
SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.

TIDAL INFORMATION

PLACE		Height referred to da	
NAME	(LAT/LONG)	Mean Higher High Water	N Hig
		feet	
Everett	(47°59'N/122°13'W)	11.1	

Dashes (- - -) located in datum columns indicate unavailable datum values for a tide static tide predictions, and tidal current predictions are available on the Internet from http://tides (Sep 2009)

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical
Al alternating
B black
Bn beacon
C can
DIA diaphone
F fixed
Fl flashing
G green
IQ interrupted quick
Iso isophase
LT HO lighthouse
M nautical mile
m minutes
MICRO TR microwave tower
Mkr marker
Mo morse cod
N nun
OBSC obscur
Oc occulting
Or orange
Q quick
R red
Ra Ref radar
R Bn radiobe

Bottom characteristics:

Blds boulders
bk broken
Cy clay
Co coral
G gravel
Grs grass
gy gray
h hard
M mud
Oy
Rk
S

Miscellaneous:

AUTH authorized
ED existence doubtful
Obstn obstruction
PA position approximate
PD pos
Rep rep
21 Wreck, rock, obstruction, or shoal swept clear to the depth in
(2) Rocks that cover and uncover, with heights in feet above dat
COLREGS: International Regulations for Preventing Collisions at Se

HEIGHTS

Heights in feet above Mean High Water

AUTHORITIES

Hydrography and topography by the National Ocean Servic Survey, with additional data from the Corps of Engineers, Coast Guard.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

PLANE COORDINATE GRID
(based on NAD 1927)

Washington State Grid, north zone, is indicated by dashed ticks at 5000 foot intervals. The last three digits are omitted.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 7 for important supplemental information.

AIDS TO NAVIGATION

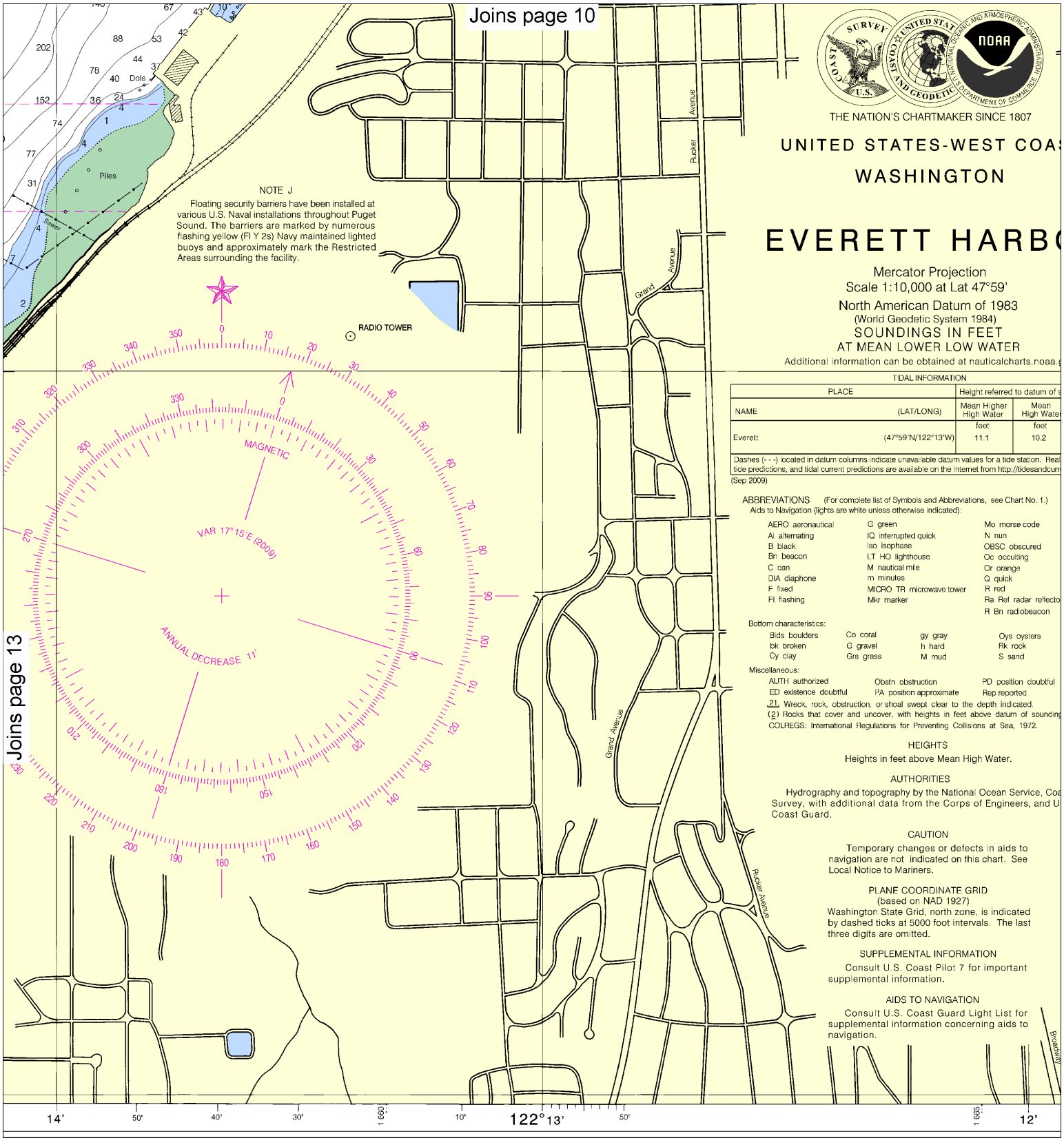
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

Joins page 14

GS IN FEET

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

Joins page 10



Joins page 13

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES-WEST COAS

WASHINGTON

EVERETT HARBO

Mercator Projection
Scale 1:10,000 at Lat 47°59'
North American Datum of 1983
(World Geodetic System 1984)
SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.g

TIDAL INFORMATION

PLACE		Height referred to datum of s	
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Wate
		feet	feet
Everett	(47°59'N/122°13'W)	11.1	10.2

Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurr

(Sep 2009)

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical
Al alternating
B black
Bn beacon
C can
DIA diaphone
F fixed
Fl flashing
G green
IQ interrupted quick
Iso isophase
LT HO lighthouse
M nautical mile
m minutes
MICRO TR microwave tower
Mkr marker
Mo morse code
N nun
OBSC obscured
Oc occulting
Or orange
Q quick
R red
Ra Ref radar reflecto
R Bn radiobeacon

Bottom characteristics:

Blds boulders
bk broken
Cy clay
Co coral
G gravel
Grs grass
gy gray
h hard
M mud
Oys oysters
Rk rock
S sand

Miscellaneous:

AUTH authorized
ED existence doubtful
Obstn obstruction
PA position approximate
PD position doubtful
Rep reported

21 Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of sounding
COLREGS: International Regulations for Preventing Collisions at Sea, 1972.

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coa Survey, with additional data from the Corps of Engineers, and U Coast Guard.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

PLANE COORDINATE GRID
(based on NAD 1927)

Washington State Grid, north zone, is indicated by dashed ticks at 5000 foot intervals. The last three digits are omitted.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 7 for important supplemental information.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

IN FEET

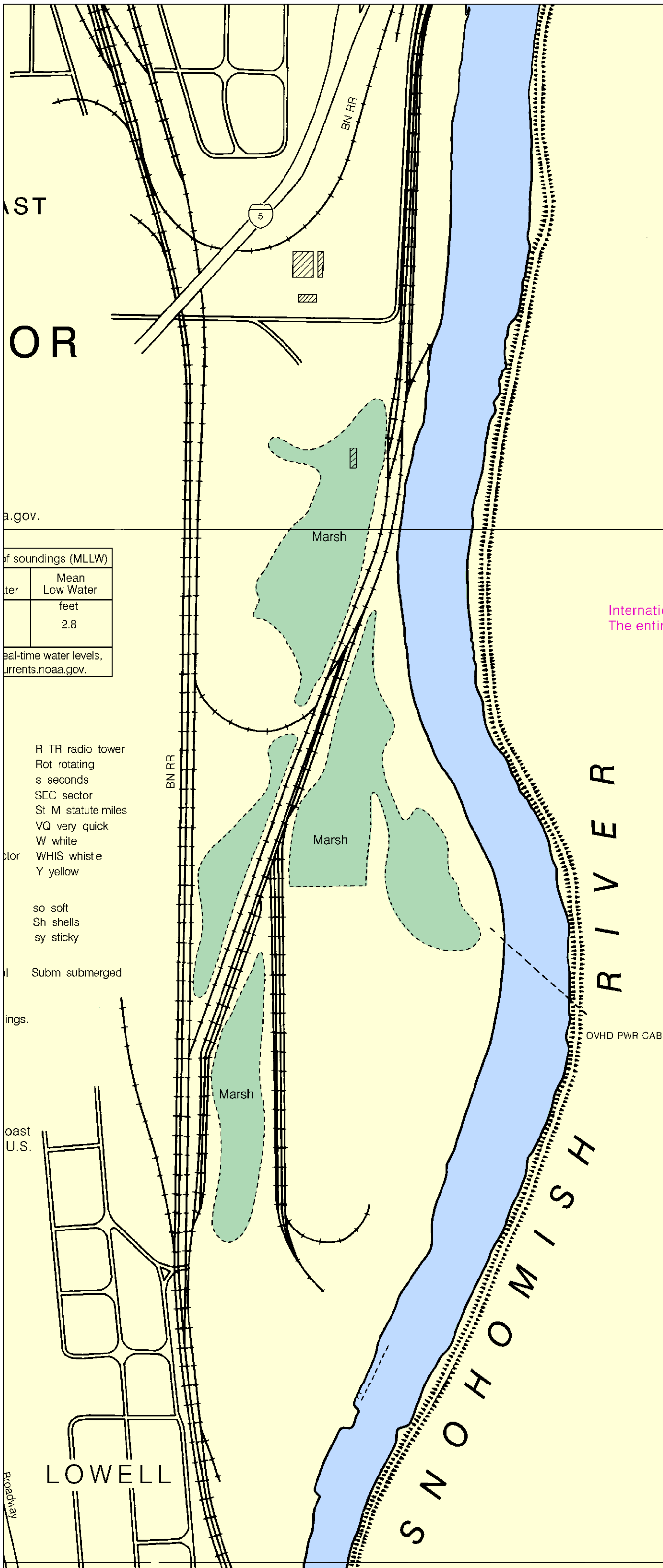
Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:10,000~~ See Note on page 5.

Nautical Miles
0
Yards
200 0 200 400 600 800 1000 1200

Joins page 11



RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.658" southward and 4.494" westward to agree with this chart.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Seattle, WA   KHB 60   162.550 MHz

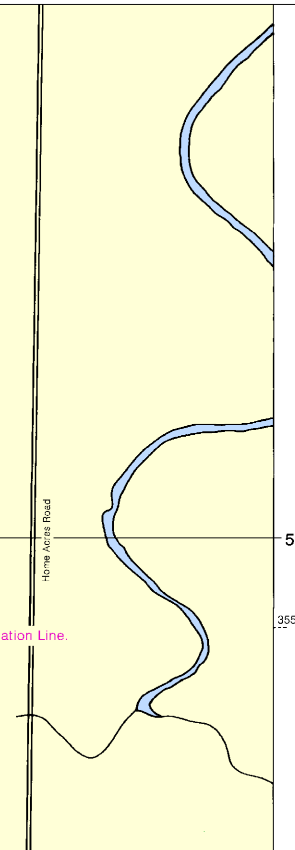
POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

COLREGS, 80.1395 (see note A)
International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

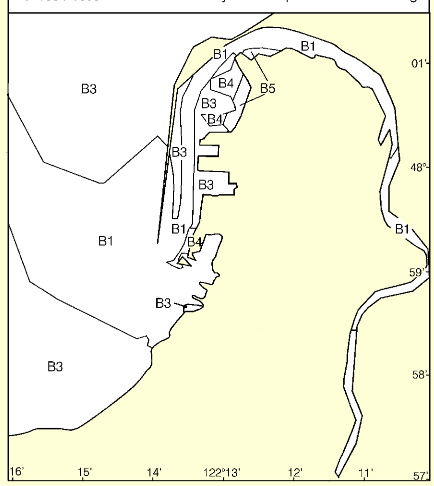
NOTE C

The U.S. Coast Guard operates a mandatory Vessel Traffic Services (VTS) system in the Puget Sound area. Vessel operating procedures and designated radiotelephone frequencies are published in 33 CFR 161, the U.S. Coast Pilot, and/or the VTS User's Manual. The entire area of the chart falls within the Vessel Traffic Services (VTS) system.



SOURCE

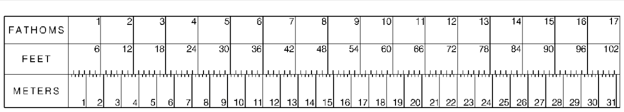
B1 1990-2003	NOS Surveys	partial bottom coverage
B3 1940-1969	NOS Surveys	partial bottom coverage
B4 1900-1939	NOS Surveys	partial bottom coverage
B5 1834-1899	NOS Surveys	partial bottom coverage



SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

11'   1 670   834.0 X 746.5 mm



Everett Harbor

SOUNDINGS IN FEET - SCALE 1:10,000

18444

NSN 7642014011566   NGA REFERENCE NO. 18BHA18444   ED NO. 17

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

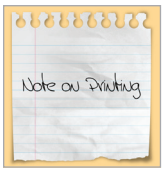
All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

Quick References

Nautical chart related products and information	—	**http://www.nauticalcharts.noaa.gov**
Online chart viewer	—	**http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html**
Report a chart discrepancy	—	**http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx**
Chart and chart related inquiries and comments	—	**http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs**
Chart updates (LNM and NM corrections)	—	**http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html**
Coast Pilot online	—	**http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm**
Tides and Currents	—	**http://tidesandcurrents.noaa.gov**
Marine Forecasts	—	**http://www.nws.noaa.gov/om/marine/home.htm**
National Data Buoy Center	—	**http://www.ndbc.noaa.gov/**
NowCoast web portal for coastal conditions	—	**http://www.nowcoast.noaa.gov/**
National Weather Service	—	**http://www.weather.gov/**
National Hurrican Center	—	**http://www.nhc.noaa.gov/**
Pacific Tsunami Warning Center	—	**http://ptwc.weather.gov/**
Contact Us	—	**http://www.nauticalcharts.noaa.gov/staff/contact.htm**

twitter —— For the latest news from Coast Survey, follow **@nauticalcharts**



This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

NOAA's Office of Coast Survey The Nation's Chartmaker